

CLUB
WHISKY
\$14.00 PER DOZEN.
H. PRICE & CO.,
12, Queen's Road Central.

Hongkong

Daily Press.

ESTABLISHED 1857.

No. 14,645 號五十四百陸千四萬一第一日一十月式年疊十三結光 HONGKONG, THURSDAY, MARCH 16TH, 1905. 聖母月三五年零百九十一英港香 PRICE, \$3 PER MONTH.

A CHOICE AFTER-DINNER WINE

WATSON'S

D. PORT
VERY FINE OLD VINTAGE.

A. S. WATSON & CO.
LIMITED.

ALEXANDRA BUILDINGS.

CUTLER, PALMER
& CO.'S
PRICE \$10.50 PER DOZEN.
NET

SPECIAL BLEND WHISKY

Blend
Selected
Distillations of the
Finest Scotch Whiskies

Apply to
SIEMSEN & CO., Hongkong. [a65]

THE WINE GROWERS'
SUPPLY CO.



Direct Importers of Wine, Beer and Spirits
from well-known Growers, Brewers and
Distillers. Price List on application.
BARRETT & CO., Agents
Nos. 22 & 24, Bonk Building, Queen's Rd.

GREEN ISLAND CEMENT COMPANY

PORLTAND CEMENT.
\$4.50 per Cask 375 lbs. net ex Factory.
\$2.70 per bag 20 lbs. net ex Factory.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 1st March, 1905. [a66]

NOTICE.

THE TERMINUS STORES,
GENERAL STOREKEEPERS, COMERADORES,
COMMISSION AGENTS.

MOST respectfully beg to inform the
Public that they have opened a Store
in this Colony at Nos. 60 and 61, ELGIN
ROAD, KOWLOON, under the Style of the
Terminus Stores and are prepared to accept all
kinds of orders, which will be attended to and
executed in the shortest time, and earnestly hope
to be favoured with the kind Patronage of the
Public.

Hongkong, 9th March, 1905. [a66]

PURE FRESH WATER.

THE HONGKONG STEAM WATER
BOAT CO. LTD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boilers.

Call Flag W.

J. W. KEW
Manager.
1st Floor, 37, Connaught Road.
Hongkong, 13th June, 1905.

CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near
the Banks and Principal Offices.
Excellent Cuisine and Wines.
Large and Loftily Rooms, Elegant Furnished
Hydraulic Elevator, hot and cold water
throughout.
Special Rates for Tourists.
Launch Service for Guests.
For Terms, apply to the
MANAGER.
Hongkong, 31st October, 1902. [a68]

CARLTON HOUSE
HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

THESE premises, formerly known as the
Club Entrant and the Waverley Hotel,
have been thoroughly renovated and furnished
in excellent style as Private Family Hotels.
Cool Rooms, Comfort of Residents, and the
Cuisine a specialty.

Apply to—

THE MANAGER.
Hongkong, 7th October, 1904. [a69]

PHOTO SUPPLIES

DEVELOPING
AND PRINTING
UNDERTAKEN.



GOOD WORK,
PROMPT
RETURN

UP-TO-DATE DARK ROOM
FITTED WITH ELECTRIC LIGHT AND FAN
AT THE DISPOSAL OF AMATEURS

LONG HING & CO.,
PHOTO GOODS STORE,
17A, QUEEN'S ROAD CENTRAL.
(Same Premises as Messrs. Ah Chee.)

Hongkong, 15th August, 1904. [a69]

ROOMS TO LET.

SUITABLE FOR
OFFICES, CLUB, OR BACHELORS' QUARTERS,
CENTRAL POSITION, OVER WATKINS' BUILDING.
(NEXT TO POST OFFICE).

APPLY TO—
WATKINS LIMITED,
CHEMISTS AND PERFUMERS,
WATKINS BUILDING, HONGKONG.
Telephone 344. [a68]

ABSOLUTE PURITY can only be obtained by Distillation. Avoid
Typhoid, Cholera and other Ailments by Drinking

PURE WATER.

Only Pure Distilled Water is used in the Manufacture of the

AMAZIUS CO.'S WATERS.

Telephone No. 75.

"No Filter has ever been invented which can be relied upon to catch the
germs of Cholera; the real safeguard against danger of this kind is either to
drink no water at all or to drink only distilled water." — St. James' Gazette.

CALDBECK. MACGREGOR & CO.
GENERAL MANAGERS.
15, Queen's Road,
Hongkong, 3rd March, 1905. [a67]

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

	For Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER	12.50
" C. P. & CO.'S SPECIAL	10.50
BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOUR	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS. [a74]

THE LAHMEYER ELECTRICAL CO. LTD.

LONDON

AND
ELECTRIZITAETS ACTIEN GESELLSCHAFT VOBM.
W. LAHMEYER & CO., FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION
Apply to—

SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a64]

KELLY & WALSH, LTD.

NEW BOOKS BY ENGLISH MAIL.

THE PRODIGAL SON, by HALL CAINE	\$1.75
In SPITE OF THE CZAR, by Guy Boothby	1.75
The MASK, by W. Lo Queen	1.75
THE OUTLAWS OF THE AIR, by Geo. Girard	1.75
ANECDOSES OF SOLDIERS, by J. H. Settle	1.75
HELLE OF TROY, N.Y., by W. S. Jackson	1.75
THE PRISONER OF CARISBROOKE, by S. H. Burchell	1.75
THE BELL IN THE FOOL, by Gertrude Atherton	1.75
Divorce, by Paul Bourget	1.75
PLAYING THE GAME, by Douglas Sladen	1.75
SOCIETE DU STENDHAL CLUB, by Casimir Stryienski	2.25
LE DEBUT AU BONHEUR, by C. Lemoine	2.25
LA VALISE DIPLOMATIQUE, by L. de Tresser	2.25
THE OTHER SIDE OF THE LANTERN, by Sir Frederick Treves	10.00
WIVES AND HOW TO MANAGE THEM, by One Who Knows	0.90
RELIGION FOR ALL MANKIND, by Rev. C. Voysey	0.90
THE GREAT RELIGIONS OF INDIA, by Rev. J. Murray Mitchell	4.50
THE ELEMENTS OF HAILWAY ECONOMICS, by W. M. Aworth	1.85
SUBURBAN HOMES, ACCESSORIES AND EMBELLISHMENT, by J. H. Woollett	1.35

THE TREATMENT OF NERVOUS DISEASE, by J. J. Graham Brown

\$13.00

THE TREATMENT OF SYPHILIS, by Lt. Col. S. J. Lambkin

3.00

CANCER AND ITS TREATMENT, by A. W. Mayo Robson

3.00

MECHANISM, by S. Dunkerly

7.50

A CLASS BOOK OF NAVAL ARCHITECTURE, PRACTICAL, LATING OFF, THEORETICAL, by W. J. Lovett

6.50

MACHINE TOOLS AND WORKSHOP PRACTICE, by A. Pace

9.00

VALVES AND VALVE-GEARING, by C. Hurst

8.00

NATIONAL ENGINEERING AND TRADE LECTURES, VOL. I. BRITISH PROGRESS IN MUNICIPAL ENGINEERING: ROADS, SEWERAGE, &c., by W. H. Maxwell

5.25

THE STRATEGY OF GREAT RAILROADS, by F. H. Spearman

5.90

TREASURY OF EVELYN HASTINGS, by Victoria Cross

2.50

RADIUM EXPLAINED, by Dr. Thompson

0.90

MOTORS AND MOTORING, by Prof. Spenser

0.90

MURRAY'S IMPERIAL GUIDE TO INDIA, BURMA AND CEYLON

5.25

HINTS ON BRIDGE, by H. A. Room

0.80

BRIDGE SIMPLIFIED, by F. T. Barton

1.90

NON-SPORTING DOGS, THEIR POINTS AND MANAGEMENT, by F. T. Barton

4.50

[a34]

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

The Confessions of a Young Man, by George Moore	\$3.90
HISTORICAL MYSTERIES, by Andrew Lang	3.90
The American Revolution, by Trevelyan	13.00
3 Vols.	13.00
Mountain Stream and Cover, Sketches of Country Life and Sport in British Isles	8.00
With Kurotopia, by Douglas Story	8.00
Seaton and Routhwaite Tables	6.50
Know Your Own Ship	5.90
Horatio's Annual	3.00
Mande-Osmund, by Bagnall	2.00
Pole-Heads, by Birchcough	2.00
The Cloistering Ursula, by Scollard	2.00
Cloth	2.00
WINSON AND NEWTON'S OIL AND WATER COLOUR PAINTS AND OTHER BRUSHES	0.80
WINSON AND NEWTON'S WATER COLOUR PAPER SUITABLE FOR THE CLIMATE, WILL NOT SPOT.	0.80

PEERLESS SCOTS WHISKIES

HAIG & HAIG, LTD., DISTILLERS SINCE 1679.

3 Star, SPECIAL—The finest of all "Pug" WHISKIES at \$13.00
5 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at \$12.00
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."

Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor
Once tried, preferred to all others. Sole Agents for Hongkong!

F. BLACKHEAD & Co.

LANE, CRAWFORD & CO.

NOW SHOWING

NEW STYLES IN GENTLEMEN'S

RAINCOATS.

UMBRELLAS. FELT HATS.

INTIMATION

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

E BLEND

A WHISKY
OF
GREAT AGE.

MATURE.

MELLOW
AND

FINE FLAVOUR.

A Blend of the Finest Pure Malt Whiskies.
Distilled in Scotland.

ALEXANDRA BUILDINGS.

A. S. WATSON & CO.
LIMITED.NOTICE TO CORRESPONDENTS
Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.
No anonymous signs or communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that
the supply is limited. Only supplied for Cash.
Telegraphic Address: PRESS, Codes: A.B.C. 5th Ed.
Lester's
P.O. Box 301. Telephone No. 10.MARRIAGE.
On 14th March, at St. John's Cathedral, by the Rev. F. T. Johnson, HERBERT ALEXANDER, seventh son of Mrs. LAMBERT and the late G. R. LAMBERT, of Hongkong, to FLORENCE, eldest daughter of Mr. and Mrs. A. SWAN (Hongkong Cotton Mills), Hongkong.DEATH.
On 20th February, at Peak Hospital, Hongkong, A. T. BARBERNO, into of I. M. CUSTODI, Canton, died of heart disease, aged 60 years. [722]The Daily Press.
HONGKONG OFFICE: 14, DEEVILLE ROAD, C.I.
LONON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, MARCH 16TH, 1905.

One good effect may be looked for from recent events in these parts, namely, that of defining more accurately the policy of Foreign Nations, and more especially of Great Britain, with respect to China and the Far East. British policy has been very freely criticised for many years past, but it must be confessed that such criticism has been in the main directed against what was in itself not very definite or very distinctly declared. In general terms British policy has been stated to be the preservation of her Treaty rights and the furtherance of her commercial interests in China. This has been the position always taken up officially when it has been necessary to make any formal announcement on the subject; and this declaration of policy may be fairly taken as being the only thing that has been consistently adhered to amidst much that was anything but consistent. The principle is simple enough; but its application has proved by no means so easy, and it is not surprising that in the view of many it was considered that the end in view could not be attained in any other way than by accepting responsibilities in China, which the Home Government was very little inclined to assume. The obstinate resistance which was made by the Chinese to anything in the direction

of progress naturally suggested the idea that the only way to further foreign intercourse and commerce would be by the acquisition of territory and the assumption of the powers of Government; and at one time such a policy would not have been seriously opposed by the majority of the other foreign nations; who knew that they would share in any advantages to be obtained. Such a policy, however, never recommended itself to the British Government or public, and was always opposed to the views of the United States, who favoured the idea that improvements in China might be obtained by other and simpler means. China was and undoubtedly still is by no means a desirable country to take in hand, and a guarded policy with respect to the assumption of responsibility in any direction became recognised as that which was at all events the safest. It has, however, always been apparent that some consolidation of and improvement in the Government of China was essential; though the hope was clung to that China, like Italy, would reform of herself.

The question now is: how far after the lapse of more than forty years, since the Treaty of Tientsin, China has verified this hope. Some progress has undoubtedly been made, but it has been of a slow and undecided character. New ports have been opened and railways have been introduced; but still China in the main has not advanced essentially from her old world ways. The Government remains as weak and at the same time as arbitrary as ever, a strange mixture of autocracy and feebleness, and the hope of any internal reform of a substantial character has been almost abandoned by its best wishers. At the same time it cannot be denied that China has at least shown herself capable of development. There is a large and now increasing class in China who are well aware of the advantages which she could derive from the adoption of foreign ways. The middle trading class who have intercourse with Europeans and whose numbers are yearly augmenting, are quite aware that foreign appliances, and even foreign learning, are not to be regarded as mere curiosities of barbarism; and this class would be glad if China, while still preserving the bulk of her old traditions, could in some way follow the example of Japan, and come more directly into line with European nations.

The Quiver (Ed.) and Cassell's Magazine (Ed.) for February are as good as over these popular publications were. The former has an excellent illustrated article on "Women in prison," and the usual collection of good, clean fiction. Cassell's, now edited by Max Pemberton, has a romances by the editor, many excellent pictures, and an unusually interesting lot of illustrated articles and stories.

With these changes, the idea that this end could be brought about only if China were taken in hand by some European nation, which was at one time popular, has gradually been modified; and with the proof of what such responsibility may involve, has been afforded by the Russo-Japanese War, this remedy is likely to be still less considered as one within the domain of practical politics; and so far as Great Britain or the United States—who are in the main at one on this subject—are concerned, we may take it that such an idea is not likely to be revived, unless some other nation should attempt to or succeed in acquiring dominion, which is not, as events have turned out, by any means so likely a contingency as it was formerly. Russia, we may hope, will be checked in her designs in this direction after the conclusion of the war; and there is no other nation which is likely to be anxious to push an aggressive policy in these parts. It has been shown that it is one thing to assume such a position, but a very different thing to maintain it, and so far the policy of upholding the integrity of China which has been pursued has proved in the long run to have been the right one; and if the factor of Russian aggression in the North be eliminated from the contingencies that have to be guarded against, there can be little question as to the wisdom of continuing the policy which has hitherto been followed, and which, though it might be open to question in former times, has so far proved to be the only sound and reasonable course that could be adopted. If once the fear of Russian aggression in China can be removed, a way will be opened to maintain a sound commercial policy in which the interests of foreign nations can be furthered in a manner which was necessarily impossible while China constantly laboured under the fear of aggression in some quarter or another and the partition of the country was discussed as an open question. The influence of Japan will be a strong factor in all future policy. If that country were averse to foreign intervention her influence might be of a dangerous character; but, so long as she ranges herself on the side of legitimate commercial progress, which has certainly been her policy hitherto, and which policy it is alike her interest and her inclination to follow, her co-operation with foreign nations

in furthering legitimate intercourse and the extension of commercial facilities will be a valuable aid in the cause of progress; while her policy must always lie in the direction of safe-guarding the integrity of China, as Japan is well aware that encroachment on the part of any one nation would be the signal for similar action on the part of others and would be productive of confusion, the end of which it would be difficult to foretell.

When the *Hedda* arrives at Hongkong the whole of the destroyers on the China Station are to be attached to her as tenders.

The Japanese Government has placed an order with the North British Locomotive Company, Glasgow, for fifty powerful locomotives, which will be delivered with all possible speed.

Mr. E. P. Guoritz, the Governor of British North Borneo, arrived here yesterday by the German mail steamer *Prinz Heinrich*. His Excellency, who is travelling for the benefit of his health, is accompanied by Mrs. Guoritz

Messrs. Benjamin, Kelly & Potts are in receipt of telegraphic advices from Shanghai to the effect that the Shanghai and Hongkong Wharf Co., Limited, has declared a dividend of £1.6 per share on old shares and £1.3 per share on new shares.

William Ogle Bell-Irving, of Millbank, Lockerbie, N. B. (English and Scottish estate, £940); property in India, £73,357, of which £62,372 is his share in the business of Jardine, Skinner, and Co., of Calcutta, left estate of £82,760.

According to the Tribune, the Italian Ambassador in London and Lord Lansdowne signed a convention on January 13 whereby Great Britain cedes to Italy the territory on the northern extremity of Kiasmuu Roadshead, in order to assure commercial communication between Benadir and the civilised world.

We are desirous to mention in reference to the gun practices which have been advertised by the Harbour Master that practises at Pinewood Battery owing to the unfavourable weather of yesterday will take place to-day, commencing at 2 p.m. and that the practice announced for to-morrow at the Pinewood Battery will take place at 2 p.m. instead of at 9.30 a.m.

The Dallas Bandmann Company gave the third performance of the charming musical comedy *Three Little Maids* last night. The production compares favourably with the two previous performances, and was enthusiastically received by the audience with well-merited applause. Miss Frampton getting the major share. To-night "The Girl from Kays" will be given.

The Quiver (Ed.) and Cassell's Magazine (Ed.) for February are as good as over these popular publications were. The former has an excellent illustrated article on "Women in prison," and the usual collection of good, clean fiction. Cassell's, now edited by Max Pemberton, has a romances by the editor, many excellent pictures, and an unusually interesting lot of illustrated articles and stories.

Is the English language too old to give birth to a set of pronouns of the common or indefinite gender? The need was pointed (with simulated spontaneity) by Mr. Max Beerbohm when, during a lecture on theatrical costume to the Playgoers' Club he tangled himself in a sentence averring that the player should be able to wear his—or her—clothes that he—or she—should be unconscious that he—or she—then in despair he had to unwind himself and fall back on "they." The coming equality of the sexes should encourage the procreator of common words.

The Russian authorities have become alarmed for the safety of the inhabitants of Vladivostok. Special trains have been set aside for the use of those persons who wish to leave the fortress. Notices of a desire to leave the town has to be given in good time so that the necessary tickets may be procured; the staff of the fortress is empowered to issue free tickets in certain cases. Banking operations are not carried on any longer at Vladivostok by the State Bank, which has been removed to Khabarovsk. A further sign of the uneasiness that is felt in official circles is afforded also by the removal of the Gymnasium, or Grammar School, to Nakhodka, in Transbaikalia; while the High School for Girls has been removed to Khabarovsk, and the Oriental Institute to Vorkuta-Udinsk.

Some extraordinary scenes were witnessed in Lombard-street on Feb. 11th. At ten o'clock the Hongkong and Shanghai Banking Corporation opened its doors to receive applications for the new Chinese Government Five per Cent. Gold Loan for £1,000,000 sterling. A considerable crowd had congregated long before that hour, and so great was the crush at the bank doors that a force of police had to be summoned to keep back the crowd. The number of applicants increased every minute, and the efforts of the police were taxed to the utmost to stem the onrush. Consequently, at 11 o'clock the managers of the bank had to order the closing of the doors, as the staff was quite inadequate to deal with the mass of applications. It was then found that the loan had been over-subscribed several times, and instead of keeping the loan open till Monday afternoon it was decided to close the list at once. This fact was ultimately conveyed to the crowd of disappointed applicants outside, and it was only then that the people dispersed and that order was restored. The stock is quoted at 34 premium on the Stock Exchange.

Before Mr. H. H. J. Gomperts at the Police Court yesterday, H. Lock of "Wild Dell" Wanchoi Road, charged John Allen of the same place with behaving in a disorderly manner and damaging property to the extent of \$80. His Worship asked if the parties could not settle the matter out of Court, but Mr. G. K. H. Bruton, who represented the complainant, did not think this was possible. The defendant informed the complainant that he had no right to keep his cooking utensils in the kitchen of the second floor of the house, and ordered him to remove them, at the same time using abusive language. This the complainant refused to do, whereupon the defendant threw them out. His Worship bound him over in the sum of \$100 to keep the peace for six months.

In the Chang Yen-mao v. Moreing case (already reported) Mr. Levett, K.C., continuing his reply on the whole case, contended that the evidence proved that Chang was induced to execute a conveyance of the property by the false representation of the defendants or their agents. He asked for an inquiry as to damages the old company had sustained by reason of the breach by the defendant company of the terms of the memorandum (Chang having lost a valuable appointment); and the costs of the action against all the defendants. He hoped his lordship would give a decision which would enable Chang to go back to China and satisfy them that he had not satisfied himself at the expense of the public. The verdict (for the Chinese) was reported at the time, by wire.

The Central News one day last month stated that "from an early hour yesterday morning the Russian Government has had control of the Siberian telegraphs, which form part of the Great Northern Telegraph Company's through route to Manchuria, China, and the Far East generally. It was understood yesterday that all private telegrams for Mukden, Vladivostock, and other Manchurian towns had been refused transmission from St. Petersburg. This fact was elicited by shipowners who had wired to Vladivostock about the whereabouts of their steamers, but in every case the messages were returned to the senders, marked "Wires under Russian Government control." The present is the first occasion upon which the Russian Government has stopped telegraphic communication with Siberia since the war began, and in view of the spread of the agitation to that country, the action is regarded as highly significant. It is believed that grave events are happening in Siberia, and that the safety of Gen. Kuropatkin's army may be menaced. This was an example of intelligent anticipation, as it happens.

THE DOCKS.

The docks have not been particularly busy lately, but still there is a fair amount of work on hand. Two little steam tugs are being built at the Kowloon Docks, and ought to be finished in a couple of months. The shells, indeed, will be finished in about a fortnight. The larger of the two is for the Dock Company's own use. She is to be somewhat of the nature of a second edition to the *Robert Cook*, but, as her length is only 100 feet, on a very much smaller scale. She is to have twin screws; single funnel. The other tug, a draft of 37 feet length, is for the War Department. She will be a single screw vessel.

Yesterday, the British torpedo-boat destroyer *Whiting* was brought to the Kowloon Docks with a bruised stem and twisted stern-post. She had struck a rock. The *Janus*, another torpedo boat destroyer, is in No. 3 dock having new bottom plates put in. This vessel had had considerable wear and tear, but will be in excellent condition when the Dock Company refloats her. The U.S. gunboat *Cutter* is in the slips, and the U.S. Army transport *Luzon* in No. 2 dock, both undergoing general overhaul. The China and Manila as *Zafiro* yesterday occupied No. 1 dock for overhauling; and the China Navigation steamers *Chinglu* and *Sungkuai*, and the steamers *Sobralense* (of Hongkong) and *Vera* (of Manila) were alongside.

Aberdeen and Cosmopolitan Docks are empty.

THE "PRINCESS ALICE."

The overdue German Mail steamer *Princess Alice* arrived from the north at noon yesterday. She experienced fog all the way down from Shanghai, and, when near Hongkong, one mile south-west of Waglan Island, the weather became so thick that it was considered advisable to drop anchor. That was on Monday night; and the vessel so remained till 10.30 a.m. yesterday morning, when the Captain found it to be clear enough for him to proceed

The *Princess Alice* leaves for home this morning at ten o'clock with a full ship as regards passengers. Included among these for whom passages have been booked are many children. The captain is going to accommodate two of them in his own cabin. He is fond of children and is quite pleased to do so. The following are some of the most prominent names in the list of departures.—Mr. B. Layton (bullock broker), Mr. and Mrs. C. A. Tomes (Messrs. Shawan, Tomes and Company), Mr. H. E. Tomkins (Messrs. Reiss and Company), Mr. F. Maitland (Messrs. Linstead and Davis), Mrs. Droure (wife of the Consul for Holland), Mrs. Becker (wife of the taipan of Messrs. Sander, Weiler and Company), and Mrs. Volpicelli (wife of the Italian Consul). Chev. Z. Volpicelli is to accompany his wife as far as Singapore and will be away a fortnight.

TELEGRAMS.

THE WAR.

[DAILY PRESS SERVICE]
JAPANESE FLEET AT
SINGAPORE.

SINGAPORE, 15th March.

A Japanese squadron, consisting of twenty-two ships, was sighted outside the harbour at one o'clock this morning by the s.s. *Hongwan I*.

At half-past eight, four of them anchored in the roadstead. These were the *Kasagi*, the *Chitose*, and the converted cruisers *America Maru* and *Yawata Maru*.

Vice-Admiral Yamaga was on board the *Kasagi*.

The squadron left Sasebo on the 15th February with sealed orders.

Admiral Togo's officers landed to correct chronometers. They declined to be interviewed, but said the squadron would leave to-day.

[REUTTER'S SERVICE.]

GALLANT KUROPATKIN GROWS
WEARY.

LONDON, 13th March. The Times St. Petersburg correspondent wires that General Kuropatkin has asked the Emperor's permission to transfer his command, owing to his need of rest.

Official Russian despatches record the loss of nearly five hundred guns, and over two hundred thousand men.

A HISTORICAL BATTLE.

LONDON, 13th March. The newspapers emphasize the stupendous significance of the recent battle upon the history of the world. The Standard says there will be grave搜查 of the heart in Germany, where the ambitions of Russia have been so studiously consulted, and every advance of Japan so stubbornly opposed. Great Britain rejoices unreservedly in the success of the people with whom she is associated by alliance and ties of common interest and sympathy. It pays a glowing tribute to Japanese statesmen, soldiers and sailors.

ADMINISTRATION OF SUEZ CANAL.

ALLEGED INFRACTIONS.

A deputation which waited upon the Marquess of Lansdowne represented both the Chamber of Shipping and the Liverpool Steamship Owners' Association. They were headed by Mr. Anderson, of Glasgow, President of the Chamber, and they laid before the Foreign Secretary their views on the administration of the Suez Canal.

Their chief complaints concerned an alleged breach by the Suez Canal Company of the terms of the agreement of 1883 made with the British shipowners, and providing *inter alia* that, after a dividend of 25 per cent. had been paid to the shareholders, all the net profits of the company should be applied to the reduction of the dues until such dues are reduced to five francs per ton.

The members of the deputation also represented that they regretted that the British members on the canal board should have consented to this departure from the agreement of 1883, and expressed dissatisfaction with the present composition of the London Committee of the Suez Canal Company. Other matters affecting the administration of the company were touched upon.

The Marquess of Lansdowne gave courteous bearing to the deputation.

An important point is that any reduction which will be made will affect the British Exchequer directly. We are now receiving about a million a year in dividends on Lord Beaconsfield's brilliant investment in Suez Canal shares and the Treasury will hardly agree with Lord Lansdowne should be endeavour to secure by diplomatic representations a lessening of the amount charged on vessels going through the canal.

Some time ago a lengthy correspondence passed between the Chamber of Shipping, the Board of Trade, Lord Lansdowne, and the British directors of the company. The latter pointed out the limitation of the dividend was extremely disadvantageous to the shareholders, who, once it had reached 25 per cent. were therefore deprived of any participation in the increased prosperity of their enterprise, and were to become rent-chargers or annuitants until the tariff was reduced to five francs.

The President four years ago had consulted the London Committee confidentially upon this part of the London Agreement, and they were unanimous in considering that such an onerous condition could not reasonably be maintained.

The President therupon proposed as a solution of the difficulty that it should be accepted in principle, that each reduction in the tariff should be preceded by an increase in the revenue. This met with the entire approval of the Conseil d'Administration.

The whole object was to come up for discussion on Feb. 17th at the annual meeting of the Chamber, when no fewer than five motions had been placed on the agenda dealing with the Suez Canal.

CHINA SUGAR REFINING
CO., LIMITED.

The report for presentation to the shareholders at the twenty-seventh annual general meeting, to be held at the Offices of the General Agents, at noon on Thursday, 23rd March, is as follows:—

The General Agents beg to submit to shareholders their report on the Company's business for the year 1904 with a statement of accounts to 31st December last.

The refineries were actively employed during the year, and in consequence of the general advance in sugar, remunerative prices were obtained in all the consuming markets.

The sum at credit of profit and loss account is \$1,103,812.75 from which has to be deducted \$100,000 paid as an interim dividend on 29th August last, leaving for appropriation \$1,003,8

LUZON SUGAR REFINING CO., LTD.

The report for presentation to the shareholders at the twenty-third annual meeting, to be held at the office of the general agents, at 12.30 p.m. on Thursday, 23rd March, is as follows:

The General Agents beg to submit a Statement of Accounts for the year ending 31st December last.

The Refinery remained silent during the whole of the year under review, there being no outlet for its sugars, but as prospects have lately somewhat improved, arrangements have been made to resume work at an early date.

Inclusive of \$73,905.88 brought forward from the year 1903, the balance at debit is \$85,987.63, which is carried forward to next account.

CONSULTING COMMITTEE.

Mr. J. H. Lewis resigned his seat on his departure from the Colony, and Mr. H. P. White was invited to join the Committee in his place; the Committee now consists of Mr. A. G. Wood and Mr. H. P. White, who offer themselves for re-election.

AUDITORS.

The accounts have been audited by Mr. Thomas Arnold, who offers himself for re-election.

JARDINE, MATHESON & CO.,
General Agents.

The accounts are as follows:

CAPITAL ACCOUNT.
31st December, 1904.

Capital account \$ 700,000.00
Jardine, Matheson & Co.'s current account 50,000.00
Sundry creditors 283.33

\$701,339.33

PROPERTY ACCOUNT.

Cash \$ 229,612.00
Coal, Charcoal, stores, &c. 35,014.67
Accounts receivable 62,345.00

\$365,962.67

PROFIT AND LOSS ACCOUNT.

To balance from last year 71,915.88
Auditors' wages, fire insurance, &c. 9,323.03
Less interest 2,709.72
To auditor's fee 50.00
\$85,987.63

By balance \$85,987.63

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

The report for presentation to the shareholders at the twenty-second ordinary general meeting to be held at the office of the general managers, on Saturday 25th March, at 11 o'clock a.m., is as follows:

Answered we beg to submit to shareholders the usual annual statement of Accounts for the year ended 31st December 1904.

The net profit is \$38,107.70 which it is proposed to appropriate as follows, viz:-

To place to Reserve Fund \$5,000.00
To pay a Dividend of \$1.00 per share 24,275.00

To carry forward to next year's account 8,822.70

As the "Perla" could not be run at a profit she was sold to Japanese buyers in August last. The "Rubi" and "Zafiro" have made the service regularly throughout the year between Hongkong and Manila, and, as their earnings show, have proved themselves well adapted to the altered condition of the trade, which now depends more upon foreign passengers and cargo than on Chinese as formerly.

In accordance with resolutions passed on the 5th October 1904 and the 26th October 1904 the Capital of the Company has been reduced to \$750,000.00.

CONSULTING COMMITTEE.

Mr. J. H. Lewis having left the colony, Mr. H. P. White was invited to take his place on the Consulting Committee.

In accordance with the Articles of Association, Messrs. N. A. Sieba, D. E. Brown, H. P. White and A. V. Apoor retire but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. T. Arnold and W. H. Potts, who are recommended for re-election.

SKEWAN TOMES & CO.
General Managers.

The accounts are as follows:-

PROFIT AND LOSS ACCOUNT.

Balances left brought forward from 1903 \$3,123.68
Consulting committee's fees 4,000.00
Auditors' fees 900.00
Interest 29,110.10
Changes 2,743.43
Amount written off on depreciation and loss 541,790.64
Loss on working account s.s. Perla 20,482.23
Balance 38,107.70

\$705,768.78

Amount written off capital account as per resolution passed at extraordinary general meeting of shareholders held on October 19th and confirmed at meeting held 26th October, 19th 605,575.00
Exchange 3,777.16
Profit in working account s.s. Rubi and Zafiro 95,143.62

\$705,768.78

BALANCE-SHEET.

LIABILITIES. \$ c.
Authorised capital 30,000 shares \$ 300 each 1,800,000.00
Less written off on the resolution passed on 26th October, 19th 605,575.00
each 3,777.16
Profit in working account s.s. Rubi and Zafiro 95,143.62

\$605,575.00

Calls on shares forfeited not belonging to the company 8,785.60
Underwriting account 13,167.43
Due to General Managers 725.63
Sundry creditors 25,704.52
Com. & shippers 276,277.00
Balance of profit and loss account 38,107.70

\$96,618.23

ASSETS. \$ c.
Value of steamers Rubi and Zafiro \$33,000.00
Hongkong Buoy & Mooring 3,400.00
" Manila Buoy & Mooring 4,000.00
" Stores & hand 6,716.00
" Coal on hand 6,716.00
Properties of premium on current policies 22,755.41
Sundry stores 39,533.59
Outstanding freights 1904 700.61
Cash 359,648.23

THE S.S. "MINNESOTA."

The steamer *Minnesota* arrived shortly after noon yesterday. She experienced fine weather from Manila till quite near Hongkong, at four o'clock on Tuesday afternoon, when she was enveloped in a blanket of fog, so thick that the anchor had to be let go. But for this, the vessel would have made a 41 hour passage, as she left Manila at about 3.30 p.m. on Sunday. The vessel experienced very bad weather and head winds across the Pacific. She took eighteen days from Seattle to Japan. Some days it blew so hard that the "run" was less than a hundred miles. Though a heavy cargo was carried across from America less than 500 tons was consigned for this port. From Hongkong, there were 43 cabin passengers, seven intermediate and a hundred Asiatics. She sailed from Seattle 23rd January, arrived at Yokohama, 11th February, at Kobe, 21st February, at Nagasaki 28th February, at Shanghai, 1st March, and Manila, 9th March.

On her return trip to America she takes from Manila 5,500 tons of cargo, mostly bales of hemp and sugar. The local agents are the Nippon Yusen Kaisha.

A good deal has already appeared in the *Daily Press* about the *Minnesota*. She was specially constructed together with her sister ship the *Dakota* for trade with the Orient and was launched from the Eastern Shipbuilding Co.'s yards in New London, Conn., in April, 1903. The *Dakota* was launched in February of the following year. The pair are the largest cargo carriers in the world, and were built specially for service between Seattle, Tacoma or Puget Sound and Japan, the Philippines, and Hongkong. The *Minnesota* is 630 feet in length, 73.6 feet in beam, and 51 feet deep from the keel to upper deck amidships. "Add to this the height of the various decks and the total depth from keel to the upper navigating bridge is 89 feet 4 inches. The total deadweight capacity is 23,000 tons of 2,240 lbs. in addition to the weight of stores and equipment, while the vessel has a cubical capacity of 23,000 tons of 40 cubic feet available for the stowage of light cargo. She can carry over 2,000 people, including 250 cabin passengers, 68 intermediate, 1,500 troops or steerage, and a crew of 250 men.

The novel features of the ship's mechanics' equipment are: the installation of water-tube boilers—the first to be used on ocean-going mercantile steamships—having mechanical stokers and screw ash-conveyors; electric windows on deck for hoisting cargo, which are practically noiseless; both electric and steam gear; the location of the refrigerating engine room on the saloon deck; a system of electric heating for cabins; a perfect ventilating system forcing hot and cold air (as may be desired) throughout the ship, and an unusual number of appliances for safety in case of fire or other accidents.

The ship has a double bottom six feet deep built on the cellular system. There are here altogether fifty-six water-tight compartments ensuring safety under all conditions. A private telephone is installed in each stateroom. By its use passengers may, if necessary, make known their requirements without leaving their berths, and electric reading lights are in each berth.

The ventilation system is perfect. Every stateroom has both natural and mechanical air-channels, fresh draught being supplied through a system of electric fans.

The main dining saloon, which seats one hundred and ninety persons, is on the deck almost amidships. From the saloon a grand stairway leads to the promenade deck. Here, the library adjoins the ladies' boudoir and is furnished with reading and writing tables, bookcases, chairs and lounges. At the after end of the promenade deck is situated a nursery or playroom for children, the floor and panels, of which are felt-padded and canvas covered for the protection of children. Two stairways lead from the promenade deck to the bridge-deck social hall, which is large and roomy. On the after end of this deck is the smoking room, while immediately abaft are toilet rooms and the barber's shop. The cafe is a special feature, where meals à la carte, suppers, etc., can be obtained.

The intermediate or second class passenger accommodations are situated forward of the main deck. There is an up-to-date laundry on board, the baggage room is on the main deck and readily accessible by all passengers.

The captain and officers rooms are located in a large house on the boat deck, while the doctor, purser and freight clerks have rooms on the main deck. The seamen, firemen, waiters, etc., are berthed forward on the main deck. On this deck too is an "opium den" for Asiatic passengers and two hospitals. Space on the main deck is adapted for carrying troops, steerage passengers or cargo.

A longitudinal bulkhead extends from stem to stern and from keel to main deck dividing the ship into two sections. There are twelve thwartship bulkheads, making a total of twenty-six water-tight compartments. The ship is equipped with a complete system of fire extinguishers. By their use, sulphur fumes are projected on the flames. The oxygen is thus destroyed and the flames have nothing to feed on. The latest improved pattern cork life-boats are on board. There are seventeen metallic launches with aero-vapor motor, one gig, and seven metallic life-boats.

Steam is generated by 16 Molasses water tube boilers, constructed for a pressure of 250 pounds to the square inch, with 4,614.8 square feet of heating surface and 1,080.8 square feet of grate surface. The coal bunkers, with a capacity of six thousand tons, are ample to provide the huge vessel for an eleven-thousand mile voyage if necessary.

The electric light installation consists of about 1,300 lights distributed throughout each

vessel, and a powerful 24-inch search-light placed on the forward lookout bridge. The dynamo has a normal output of 4,000 amperes, and there is a total of 1,563 h.p. represented in the motors on each ship. Each vessel is fitted with an electric whistle control, electric cooking apparatus, and electric dumb-waiters and elevators.

CANTON.

[FROM THE "CHUNG NGOO SAN PO."]

HARBON-AL-RASCHID AT CANTON.

Viceroy Shun received orders from Peking to return to Kwangtung affairs. He was also requested to root out all robbers and pirates—a big contract. His arrival has waked up the Mandarin, and the Gentry with whom they have been arranging "squeezes" have vanished into retirement. From this modest self-effacement Ng Chum-hui of Canton has been dragged, and asked to account for blackmail he is alleged to have received from a monk of the Cheung Shan Monastery, who presumed to doubt the wisdom of the enlightened Emperor in ordering that a part of the said Monastery be used as a Commercial College to be established by the Canton Government.

The monk has been accommodated with a lodging in the goal, so that he may have adequate leisure for dignified and pure-minded internal reflection. His Excellency has commanded that all robberies be reported to himself; but as before-time the practice of the Mandarins was to permit all complaining persons to pay the yeomen runners for investigating such complaints, he has not heard of many. It is said that His Excellency is copying the ruler in "Arabian Nights," and going out at night, unattended, to look for himself. The Chinese reporter comments: "No Viceroy or Governor ever did this before."

SEVEN ROBBERS CAUGHT.

The Viceroy has sent some officers to Macao to take over the notorious robber named Lam Kwo-Sng, who committed robberies and crimes of every description, and who, being hardly pressed by the soldiers, took refuge in Macao, where he was afterwards captured by the police of Macao at the request of the Canton government some four months ago. It is now said that the Macao Government has consented to hand him, together with six other robbers who were also arrested in Macao, to the Canton Government. In the district of Hung Shun well-to-do citizens were frequently reported to be captured and held to ransom by robbers, who appeared in large bands. Sometimes thousands of dollars were paid for the release of a single one; but as the robbers were so numerous, each one often had only a small "dividend." Of late, armed with revolvers, they often appear on the roads, to capture any person who happens to pass. The amount of ransom is afterwards decided according to the wealth of the captive. It is said that within the preceding half year, over one hundred persons were thus captured, and the money for ransom amounted to several thousands of dollars.

THE TRADE ASSOCIATION OF JAPAN.

The Trade Association of Japan has been engaged of late enquiring into business matters in China and Korea with a view to devising improvements in the methods now adopted. The Association has found in the conduct of the war a special subject of consideration, and has passed a resolution dealing with the question of the employment of Chinese coolies for transport purposes. It is well known that in the war with China a great number of Japanese labourers were taken across the sea and used on the line of communications. Experience proved that much inconvenience was connected with this system, and therefore a new organisation was formed in Japan, its leading idea being to transport corps men who, though not unfit for service in the field, labour under some disqualifications which render them fit for handling baggage than for taking their place in the fighting line. But the available number of these men has not proved, it is understood, more than sufficient for the work of transport at the front, and large bodies of Chinese have necessarily been engaged for the ordinary commissariat carriage. The Trade Association speaks of 100,000 men and 10,000 carts being thus employed, and estimating the men's wage at 1 yen daily and the hire of a cart at 8 yen, finds on this account an expenditure of 180,000 yen per diem or nearly \$5 million per month.

The resolution speaks of this number having to be doubled soon, and then urges that Japanese coolies should be sent across the sea so as to keep down the price charged by the Chinese. It puts the daily wage of the Japanese at 40 sen and calculates that if food and clothing to supplied the outlay per diem would not exceed one yen, most of which money, if paid to Japanese, would return to Japan. This last consideration probably has much influence with the association.

The resolution refers also to the stringent regulations imposed on ships and merchants visiting Dairen (Dally). So severe is the system of surveillance that no vessel can enter them at present except the steamers of the Osaka Shoe Co. and the number of trading partners admitted is very small. It is not claimed by the Association that to admit merchants is in any sense essential, but the coolies think that not a few Japanese traders get their with the purpose of exchanging the produce of their country for the bank notes circulated by the army, and that if greater liberty were granted such traders might prove useful in that way. —Japan Mail.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:-

On the 15th at 12.05 p.m. The barometer has risen considerably at Sharp Peak and I live slightly over the S. coast of China and the Philippines.

Pressure is probably high over N. China, and relatively low over the China Sea.

Gradients are rather steep over the Formosa Channel and northern part of the China Sea, where strong N.E. and E. winds will probably prevail.

Forecast:—Strong E. breeze; overcast, drizzling rain.

The electric light installation consists of about 1,300 lights distributed throughout each

A SAILOR'S QUARREL.

FATAL ENDING.

On board the sailing ship *King George* at half past six o'clock on Tuesday night, Emanuel Hernandez, a Spaniard, and Theodore Olsen, a Dane, quarrelled on the fo'c'sle. From words the man came to blows. Olsen struck Hernandez on the right eye with his fist. Thereupon the Spaniard drew a sheath knife and stabbed his opponent, running the knife about four inches into Olsen's groin. The man died before medical aid reached him. The Captain of the ship caused Hernandez to be put in irons until the arrival of the police, when he was taken to the Central Station.

CHARGED WITH MURDER.

Emanuel Hernandez was charged before Mr. F. A. Hazelhoff at the Police Court yesterday, at the instance of Inspector Langley, with the wilful murder of Olsen. Accused pleaded "not guilty." Bob Olson was the first witness. He stated: I am an able seaman on board the sailing ship *King George*. The accused and deceased, together with two other seamen, were on the fo'c'sle at about 6.30 p.m. on Tuesday, when the two men had a violent quarrel over angangs used by the accused to the third mate.

At the present time, the authorities claim that a man serving in the ranks draws the equivalent of a salary of thirty shillings per week, now that he obtains the increased rates of cash payment, and it is believed that when this fact is more generally known, and barrack accommodation and the life in the ranks are further improved, a great number of men will be attracted to the colours. The Government's provision for a soldier on the thirty shillings per week basis is worked out on the civilian ratio of four shillings for rent, ten shillings for food, &c., two for clothing, &c., one for illness, one shilling and sixpence for fuel, one for extra cost of luxuries, and sixpence for lighting. These items amount to twenty shillings in kind, and the balance of ten shillings is the weekly cash payment, or clear wages, now given to the soldier. On this reckoning, the private's position is approximately equal to that of the average working man.

By the accused: Deceased called you a bastard, but I cannot remember how many times. I did not hear you tell deceased not to call you that.

Dr. Hunter deposed: Yesterday morning I examined the body of the deceased, Theodore Olsen. The body was identified by Captain White, H. R. Lewis, Second Officer, and Sergeant Clinton. There was a stab wound on the left groin about one and a half inches in length which extended upwards and inwards. The depth of the wound was about four inches. The chief blood vessels supplying the left leg were completely severed. The cause of death was hæmorrhage, resulting from the wound. The knife which fitted this sheath (produced) would have caused the wound.

George Gordmann stated: I am an A.B. on the *King George*. Between five and six p.m. yesterday I was in the fo'c'sle, when accused and deceased had a quarrel over what had happened in the afternoon between the accused and the third mate. Deceased called defendant a "liar." Accused said to the deceased—"I am not a liar, you were not there." Then deceased said to the defendant—"If you don't keep quiet I will hit you in the face." Defendant said to the deceased—"You called me a liar before; I am not a liar. You are a liar." Deceased then jumped up, called the defendant a bastard, and struck him on the face. Accused and deceased were seated on a bench, and when deceased was struck by the deceased, he fell on to his left side. Accused then drew his knife from its sheath, and struck at deceased, the knife entering his groin. The

**GREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
HONGKONG.**

AFTER DINNERS LIQUEURS.

PEPPERMINT	Per Dozen \$29.50
CREME DE MENTHE GLACIALE	29.50
CURACAO RED, WHITE OR GREEN	29.50
APRICOT BRANDY	36.20
CREME CACAO CHOUAO	29.50
and 20 other Varieties of FRENCH LIQUEURS from Messrs. MARIE BRIZARD & ROGER, of Bordeaux.	

N.B.—All our Wines and Spirits are Bottled at Home, thereby ensuring to our Customers all the advantages accruing from bottlings done at home under the direct supervision of the Growers and Distillers, as compared to bottlings done in China by Chinamen at the service of European Firms.

45-7

TO LET**TO LET**

ERYIE. Unfurnished. Newly repaired. Painted and Colour-washed. No. 7, BELLIOS TERRACE, 1st Row. No. 21, 3rd Row. No. 18, 3rd Row. No. 20, 3rd Row.

No. 1, DES VIEUX VILLAS. BUNGALOW (Furnished), Peak, for 24 months from 1st April to 30th June, 1905.

2ND FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 20th January, 1905.

190

TO LET.

A LARGE and SPACIOUS ROOM or OFFICE on the First Floor of No. 3, Queen's Road Central. Possession from 1st April, 1905.

For particulars, apply to—

WONG CHU SANG, Care of Yee Sang Fat, Opposite the Post Office, Hongkong, 7th March, 1905.

[635]

TO LET.

NOS. 74, CAINE ROAD. GODOWNS Nos. 34A, 34B, 34C, Praya East. Apply to—COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 1st March, 1905.

[84]

TO LET.

OFFICE ROOMS at Nos. 12 & 14, Queen's Road Central (Corner House); also GODOWNS at Back. Can be let separately or wholly. Rent moderate, cheaper if the whole is taken on a long lease.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shawan, Tomas & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases.

Apply to—

CHUNG SHUN KOO, 12 & 14, Queen's Road Central, Hongkong, 24th December, 1904.

[92]

TO LET.

NEW "KINGSCLERE" with Stables, entrances in both Kennedy and MacDonnell Roads. For full particulars, apply to—

LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor, Hongkong, 17th February, 1905.

[473]

TO LET.

DETACHED HOUSE in Robinson Road, Kowloon. Apply to—MR. HENRY HUMPHREYS, or to HUMPHREYS' ESTATE AND FINANCE CO. LTD., Hongkong, 25th February, 1905.

[539]

TO LET.

OFFICES in "Hotel Mansions," facing New Post Office and Hongkong Hotel. Apply to—HENRY HUMPHREYS, Alexandra Buildings, Hongkong, 7th January, 1905.

[180]

TO LET.

"BERTHOLLYN" Peak Road, Well Furnished Six-Roomed House, part of Tennis Court, Garden and Large Fresh Water Swimming Bath. Apply to—

H. HUMPHREYS, Hongkong, 18th February, 1905.

[492]

FOR SALE AND TO LET.

FINE BUILDING SITES for Sale in Wanchai Road; also GODOWN To Let. Cheap.

Apply to—

THE ROBINSON PIANO CO. LTD., Hongkong, 10th February, 1905.

[272]

TO LET.

FOUR or FIVE OFFICE ROOMS on First Floor of "Hotel Mansions" facing the New Post Office and Hongkong Hotel. Apply to—

Care of Daily Press Office, Hongkong, 9th March, 1905.

[675]

TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Rentals.

Apply to—

HUMPHREYS' ESTATE & FINANCE CO. LTD.,

Hongkong, 21st June, 1904.

[97]

SCIENTIFIC MISCELLANY.

UNEXPLAINED RADIATION—THE AIRSHIP IN FRANCE—COLOR AND TEMPERATURE—POST POSITION—ANOTHER REMEDY—THE ELECTROLYTIC TELEPHONE—A NOVEL TEST OF DEATH—A FAT FROM WATER—EXTRAORDINARY NUMBER MEMORY.

Not least perplexing of the now discoveries in radiation has proven to be that a few years ago gave Dr. W. J. Russell photograph of metals in the dark. This radiation seemed to pass through paper, gelatine, celluloid and boronite, and to be connected in some way with hydrogen peroxide. The matter has been largely taken up by L. Gratz, of Munich. He finds that the rays also penetrate thin foils of gold, silver and aluminium that metals give bright pictures on dark ground and liquids dark pictures on bright ground, and that warm and cold portions turn out bright and dark respectively. A temperature difference as small as 0.2 deg. Cent. can be distinguished. The radiation seems to have polarity, and Gratz thinks that both heat and hydrogen peroxide play some part, while ozone is a suggested cause. When not too dry, ozone will affect the photographic plate and produce electric discharge and phosphorescence.

The French airship Lebaudy II is an interesting pioneer. It is about 200 feet long, has a regular crew of three persons, but often carries six, and in the closing months of last year it made thirty successful ascents, returning each time to its shed at Moissac after a trip of five or ten miles. It was taken out in winds of three or four miles an hour and in rain. It reached a height of about a third of a mile, was propelled about 25 miles an hour, and remained inflated for 64 days.

Some curious cases of idiosyncrasies to eggs are recorded. A German doctor notes reports that of a woman who has noetic rash if she eats either the white or yolk of a raw egg or the yolk of a cooked egg.

A laboratory for the study of diseases of fish is the experiment of the Veterinary Institute of Vienna.

Some substances darken on being heated with some loss color at low temperatures, and the hypothesis that all colors would fade to whiteness at the absolute zero of temperature has not with considerable favor. An investigation of the effect of liquid air freezing has been made in France by Jules Schmedlin.

It appears that in solid state or fixed on textiles like silk and wool, coloring matters change but slightly, but in alcohol solution some of the—a especially some of the rosanilines—are much altered. Even in solution, however, other dyes—such as methylene blue and malachite green—are not altered in color by the cold of liquid air. The ordinary color and that due to fluorescence are affected differently, and chlorhydrate of rosaniline shows a diminution of its red color and a development of a fine yellow-green fluorescence, while the red of eosine is lessened and the fluorescence remains constant.

Concrete is finding an important new application as a setting for posts, both wood and iron. When the wooden post is treated with tar and the hole around it is filled with well-tamped concrete, a cheap and practicable indestructible foundation is secured, and similar bedding gives to iron posts for telephone lines and other purposes the stability hitherto lacking. The concrete protects the iron from rust as it does the wood from rot.

Inhaling steam charged with camphor and naphthalene is the new remedy for whooping cough of Dr. Alois Monti. The child sits in the vapor for three-quarters of an hour daily, and immediate relief follows, while mild cases are cured in three to four weeks and severe cases in four to six weeks. The early trials are reported to have shown no unfavorable or harmful results.

The novel telephone of E. Ruhmer, which has excited much interest in Berlin, consists essentially of a microphone transmitter with an electrolytic cell, having two hearing tubes, as receiver. The coil is claimed to give great distinctness to any speech transmitted.

While there is really little risk of premature burial, absolute proof of death may add much to the peace of mind of relatives and others. Numerous signs have been given, but the beginning of decomposition seems to have been the only sure one. Now, however, Dr. Icard believes he has discovered a test that is absolutely positive and reliable. A solution of fluorescein is injected deeply into the cellular tissue, when if the circulation still continues intense jaundice of the skin and greenness of the eyes is produced by absorption of the dye, but if the circulation has completely stopped there is nothing of the kind. It is suggested that in time of epidemic—when hasty burial may be necessary—this test be applied at least two hours before the body is placed in the coffin. If the person is dead there is no disfigurement, and if alive the discoloration soon passes away.

That drinking much water lessens weight instead of increasing it—causing one to grow instead of fat—is the surprising result of late French experiments. M. Maurof fed a guinea-pig with bran, carrots and carrot stalks, with two injections of water each day, when the animal steadily lost weight, but on continuing the same diet in smaller quantity and without water, a continuous gain was apparent. Variations of the experiment confirmed the result. Tried on human subjects, other experiments gave a large amount of water daily for a month without increasing weight, and trebling for seven days the water taken by another man had no effect.

A physician reported by Prof. Mueller of Goettingen has been able to work out in a few seconds the squares of any numbers of five figures, and to learn and repeat in twelve and one-half minutes a row of 204 figures. The greatest earlier feat in memory for numbers was the learning of 204 figures in 75 minutes.

Late medical authority states that persons have been revived six hours after apparent death from lightning stroke.

Reduced Terms for an Extended Stay, Hongkong, 13th January, 1905.

BOARD AND RESIDENCE.**MRS. GILLANDERS****"GLENWOOD,"****27, CAINE ROAD.****Hongkong, 19th March, 1904.****[2263]****"TANG YUEN,"****BOARDING ESTABLISHMENT.****European Supervision. Excellent Cuisine and Accommodation.****Apply to—MANAGERESS,****Macdonnell Head****FAIRALL, 2nd March, 1903.****[51]****PENSION FRANCAISE****49, POTTERING STREET.****TENUE PAR MME. I. GUIOU.****FIRST-CLASS COOKING BY A FRENCH COOK.****Terms: \$3.50 per day.****Reduced Terms for an Extended Stay,****Hongkong, 13th January, 1905.****[23]****BOARD AND RESIDENCE.****COMFORTABLY FURNISHED****ROOMS, with Board.****Apply to Mrs. MATHER,****2, Pedder's Hill****Hongkong, 1st January, 1905.****NOTICE TO KOWLOON RESIDENTS****EXTRA COPIES of Daily Press are on****sale daily at Mr. H. BUTTONEE'S****KOWLOON STORE, NO. 36, Elgin Road****Price 15 cents per copy each.****Hongkong, 22nd December, 1904.****[97]****GARRISON ORDERS.****HEAD QUARTERS:****HONGKONG, 15th March, 1905.**

GARRISON ORDER.—Inspection—No. 1. The General Officer Commanding will make his annual inspection of the Army Service Corps at 9 a.m. on Tuesday, the 2nd inst. Dress—Marching Order.

Leave.—No. 2. Leave of absence on private affairs to the neighbouring countries has been granted to the undermentioned officers—

110th Maharashtra Light Infantry: Capt. H. C. Bill, 16th to 25th March 1905. Lieut. G. E. P. Davis, 16th to 25th March 1905.

Board of Survey of Stores, under parades, 1,193

and 1,200 Regulations for Army Ordnance Services 1902 will be held at the Army Ordnance Office at 10 a.m. on Monday next 29th inst. President—Major L. J. Dopping Henshall, Royal Engineers. Member—An Officer, 2nd Royal West Kent Regiment; an Officer, Army Ordnance Department. Proceedings in duplicate to be forwarded to the Chief Ordnance Officer, South China.

By Order

A. CHICHESTER, Major.

Chief Staff Officer.

GARRISON AFTER ORDER.—Gun Practice—

No. 1. With reference to Garrison Order No. 5

of 4th March, 1905, the Gun Practice from Pinewood has been postponed until 2 p.m.

to-morrow, the 16th instant, on account of unfavourable weather. (ii) The Gun Practice from Pinewood on Friday the 17th instant will take place at 2 p.m. instead of 9.30 a.m.

INSURANCES**THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.****INCORPORATED A.D. 1851.****MARINE BRANCH.**

THE Undersigned having been appointed

AGENTS for the above are prepared to

accept risks of current rates.

ALEX. ROSS & CO.

SHIPPING.

ARRIVALS.

ALCINOUS, British str., 4,278, J. Pulford, 14th March.—Liverpool and Singapore 9th March, General.—Butterfield & Swire.
CASTOR, Norwegian str., 774, J. Martin, 14th March.—Singapore 6th March, Petroleum.—Geo. McBain & Co.
CLARA JENSEN, German str., 14th March, from Canton.
EMMA LUYKEN, German str., 1,160, Th. W. Schlyter, 14th March.—Chouhou (Java) 6th March, Sugar—Chinese.
HOPSON, British str., 1,359, J. M. Hay, 14th March.—Saigon 9th March, Rice—Jardine, Matheson & Co.
JAPAN, British str., 2,755, F. P. Martin, 16th March.—Shanghai 12th March, General.—P. & O. S. N. Co.
MINNESOTA, Amer. str., 2,800, J. H. Rinder, 15th March.—Manila 12th March, General.—Nippon Yusen Kaisha.
OPLAND, Norwegian str., 844, Th. W. Schlyter, 14th March.—Chinawangtung 7th Mar., Beans, C. E. & M. Co.
PATROCLOUS, British str., 3,547, E. G. Dickens, 16th March.—Shanghai 12th March, General.—Butterfield & Swire.
PHRANANG, German str., 1,021, Mandelsoff, 15th March.—Ban Kok 7th March, Rice.—Butterfield & Swire.
POLLEX, Norwegian str., 779, C. Svendsen, 14th March.—Rangoon 7th March, Timber.—Order.
PRINCESS ALICE, German str., 6,720, P. Wetton, 15th March.—Changsha 11th Mar., Mail and General—Melsheimer & Co.
PRINZ HINOMIJI, German str., 6,923, P. Wetton, 14th March.—Hamburg 2nd Feb., and Singapore 10th March, Manila and General—Melsheimer & Co.
SOERAN YIA, German str., 1,603, L. Heimer, 14th March.—Bengaluru 28th Jan., General—Jehn & Co.
SUISANG, British schooner, 1,776, F. Wheeler, 14th March.—Calcutta via Penang and Singapore 23rd Feb., General—Jardine, Matheson & Co.
WONGKOK, German str., 1,177, W. Rehu, 13th March.—Swatow 13th March, Rice.—Butterfield & Swire.
WOSANG, British str., 14th Mar., from Canton.

CLEARANCE.

AT THE HARBOUR MASTER'S OFFICE
15th March.
Hutson, French str., for Hainan.
Holstein, German str., for Kianchou.
Jehn, British str., for Yokohama.
Willehad, German str., for Kobe.
Woang, British str., for Tientsin.

DEPARTURES.

15th March.
ALCINOUS, British str., for Shanghai.
ATHENIAN, British str., for Vancouver.
AUSTRALIAN, British str., for Shanghai.
CHANGSHA, British str., for Australia.
DOTT, Norwegian str., for Bangkok.
EIGEN, Norwegian str., for Chinkiang.
GANG BEE, British str., for Kobe.
ONOKONG, French str., for Haiphong.
INDIA, Italian str., for Bombay.
PHINS HEINRICH, German str., for Shanghai.
RAS MORA, British str., for Kobe.
STANLEY, British str., for London.
THUROCK, German str., for Coast Ports.
UEHALLA, British str., for Yokohama.
YUENSANG, British str., for Manila.

SHIPPING REPORTS.

The British str. *Alcinous* reports: Fine with moderate to light N.E. winds; fog off Gap Rock.

The German str. *Eigen* reports: Fine weather outside, thick fog between the islands.

The British str. *Hopson* reports: Moderate variable winds, slight sea, fine and clear to 20 miles south of Gap Rock; from there to port foggy.

The Norwegian str. *Castor* reports: Strong monsoon from Singapore to Cape Pedaran, from Cape Pedaran to Hongkong variable wind; outside Hongkong heavy fog, but 2 miles of shore, ends clear.

The British str. *Suisang* reports: Moderate fresh monsoon and rough seas from Singapore to lat. 11° N., from there to Gap Rock light monsoon with smooth sea and fine weather, and foggy from Gap Rock to Lamma Island.

VESSELS IN DOCK.

14th March.
ABERDEEN DOCKS—
KOWLOON DOCKS—
The Magician at New Twin-screw Steamship
via
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

VESSELS ON THE BERTH

SHEWAN, TOME'S & COMPANY.

FOR KOBE.

"HUGIN," will be despatched for the above port on or about FRIDAY, the 17th inst., at 4 P.M.

For Freight, apply to
SHEWAN, TOME'S & CO., Agents.

Hongkong, 13th March, 1905.

FOR YOKOHAMA, KOBE AND MOJI.

THE Buckland Line Steamship

"BEIRA," Captain Gunn, will be despatched as above on SUNDAY, the 19th inst., at 4 P.M.

For Freight, apply to
NIPPON YUSEN KAISHA.

Agents.

Hongkong, 14th March, 1905.

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLE, LIVERPOOL, GENEVA, PORTSMOUTH, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamer

"OCEANIEN," Captain Oliver, will be despatched for MARSEILLE on TUESDAY, the 21st March, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TOURANE" ... 4th April.

S.S. "TONKIN" ... 18th April.

S.S. "DUMBEA" ... 2nd May.

L. BRIDOU,

Acting Agent.

Hongkong, 8th March, 1905.

[2]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into four sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	SIZE & B.D.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	JAPAN	Brit. str. —	—	E. P. Martin, B.N.E.	P. & O. S. N. Co.	About 15th inst.
LONDON & ANTWERP.	MERIONETHSHIRE	Brit. str. —	—	C. H. Burch	SHEWAN, TOME'S & CO.	About 20th inst.
LONDON & VIA PORTS OF CALL	MALTA	Brit. str. —	—	R. A. Peters	P. & O. S. N. Co.	On 25th inst., at Noon.
LONDON & ANTWERP.	BENGEL	Brit. str. —	—	.....	GIBB, LIVINGSTON & CO.	On 27th inst.
AMSTERDAM, LONDON & ANTWERP	ACHILLES	Brit. str. 1 m.	1 m.	.....	BUTTERFIELD & SWIRE	On 28th inst.
AMSTERDAM, LONDON & ANTWERP	MACHAO	Brit. str. 1 m.	1 m.	.....	BUTTERFIELD & SWIRE	On 11th April.
AMSTERDAM, LONDON & ANTWERP	AGAMEMNON	Brit. str. k.w.	k.w.	.....	BUTTERFIELD & SWIRE	On 25th April.
MARSELLLES, HAVRE & HAMBURG	OCEANIA	Fremantle	—	.....	HAMBURG-AMERIKA LINIE	On 26th inst.
MARSELLLES, HAVRE & HAMBURG	PRINZESS ALICE	Ger. str. —	—	.....	MESSAGERIES MARITIMES	On 21st inst., at 1 P.M.
MARSELLLES, HAVRE & HAMBURG	SWERIA	Ger. str. k.w.	k.w.	.....	MELCHERS & CO.	To-day, at 10 A.M.
MARSELLLES, HAVRE & HAMBURG	SILSIA	Ger. str. k.w.	k.w.	.....	HAMBURG-AMERIKA LINIE	On 4th April.
MARSELLLES, HAVRE & HAMBURG	SLAVONIA	Ger. str. k.w.	k.w.	.....	HAMBURG-AMERIKA LINIE	On 18th April.
MARSELLLES, HAVRE & HAMBURG	SKOGVIA	Ger. str. —	—	.....	HAMBURG-AMERIKA LINIE	On 22nd May.
MARSELLLES, HAVRE & HAMBURG	ALMNOUS	Brit. str. —	—	.....	BUTTERFIELD & SWIRE	On 24th May.
MARSELLLES, HAVRE & HAMBURG	MACQUEEN	Aus. str. —	—	.....	SANDER, WIELER & CO.	On 26th April.
MARSELLLES, HAVRE & HAMBURG	ST. FILIANA	Brit. str. —	—	.....	DODWELL & CO. LTD.	On 28th inst., P.M.
MARSELLLES, HAVRE & HAMBURG	SCHEUKNILL	Brit. str. —	—	.....	STANDARD OIL CO.	About 23rd inst.
MARSELLLES, HAVRE & HAMBURG	NURIA	Ger. str. —	—	.....	HAMBURG-AMERIKA LINIE	On 25th May.
MARSELLLES, HAVRE & HAMBURG	HUDSON	Brit. str. —	—	.....	STANDARD OIL CO.	About 23rd April.
MARSELLLES, HAVRE & HAMBURG	EMPEROR OF CHINA	Brit. str. —	—	.....	CANADIAN PACIFIC R. CO.	On 29th inst.
MARSELLLES, HAVRE & HAMBURG	TARTAR	Brit. str. 1 m.	1 m.	.....	CANADIAN PACIFIC R. CO.	On 26th April.
MARSELLLES, HAVRE & HAMBURG	ONATA	Brit. str. —	—	.....	BUTTERFIELD & SWIRE	On 18th inst.
MARSELLLES, HAVRE & HAMBURG	PLEIADES	Am. str. —	—	.....	DODWELL & CO. LTD.	On 30th inst.
MARSELLLES, HAVRE & HAMBURG	MINNESOTA	Am. str. —	—	.....	NIPPON YUSEN KAISHA	About 20th inst., at 1 P.M.
MARSELLLES, HAVRE & HAMBURG	NICOMEDIA	Brit. str. —	—	.....	PORTLAND & ASIATIC R.S. CO.	On 31st inst., at Daylight.
MARSELLLES, HAVRE & HAMBURG	CHINOTIN	Brit. str. —	—	.....	BUTTERFIELD & SWIRE	On 7th April.
MARSELLLES, HAVRE & HAMBURG	BEIMA	Brit. str. —	—	.....	NIPPON YUSEN KAISHA	On 18th inst., at 4 P.M.
MARSELLLES, HAVRE & HAMBURG	CEYLON	Brit. str. —	—	.....	STANDARD OIL CO.	About 19th inst.
MARSELLLES, HAVRE & HAMBURG	HUGIN	Brit. str. —	—	.....	CANADIAN PACIFIC R. CO.	On 17th inst., at 4 P.M.
MARSELLLES, HAVRE & HAMBURG	CHINOTU	Brit. str. —	—	.....	BUTTERFIELD & SWIRE	On 19th inst., at Daylight.
MARSELLLES, HAVRE & HAMBURG	HANGCHOW	Brit. str. —	—	.....	DODWELL & CO. LTD.	On 21st inst., at Daylight.
MARSELLLES, HAVRE & HAMBURG	SIMLA	Brit. str. —	—	.....	NIPPON YUSEN KAISHA	On 21st inst., at 10 A.M.
MARSELLLES, HAVRE & HAMBURG	KANSU	Brit. str. —	—	.....	PORTLAND & ASIATIC R.S. CO.	On 21st inst., at 10 A.M.
MARSELLLES, HAVRE & HAMBURG	B. BJORNSEN	Brit. str. —	—	.....	BUTTERFIELD & SWIRE	On 15th inst.
MARSELLLES, HAVRE & HAMBURG	ZAIKO	Brit. str. —	—	.....	BUTTERFIELD & SWIRE	On 24th inst.
MARSELLLES, HAVRE & HAMBURG	HAIDUN	Brit. str. 2 h.	—	.....	P. & O. S. N. CO.	On 25th inst.
MARSELLLES, HAVRE & HAMBURG	ZAYDO	Brit. str. —	—	.....	BUTTERFIELD & SWIRE	On 19th inst., at Daylight.
MARSELLLES, HAVRE & HAMBURG	TSAN	Brit. str. —	—	.....	DODWELL & CO. LTD.	On 21st inst., at 10 A.M.
MARSELLLES, HAVRE & HAMBURG	BUSH	Brit. str. —	—	.....	SHEWAN, TOME'S & CO.	On 21st inst., at 10 A.M.
MARSELLLES, HAVRE & HAMBURG	PIESJADES	Am. str. —	—	.....	BUTTERFIELD & SWIRE	On 25th inst.
MARSELLLES, HAVRE & HAMBURG	SUNGARIAN	Brit. str. —	—	.....	MELCHERS & CO.	On 28th inst.
MARSELLLES, HAVRE & HAMBURG	BORNEO	Brit. str. —	—	.....	JAYA-CHINA-JAPAN LINE	On 29th inst., at 3 P.M.
MARSELLLES, HAVRE & HAMBURG	TUJIAH	Brit. str. —	—	.....	JADEINE, MATHESON & CO.	On 21st inst., at 3 P.M.
MARSELLLES, HAVRE & HAMBURG	SUNGANG	Brit. str. —	—	.....	REGULAR STEAMSHIP SERVICE TO NEW YORK	

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Company's Steamship

"MERIONETHSHIRE."

Captain C. H. Burch, will be despatched for the above ports on or about MONDAY, the 20th March.

This steamer has superior accommodation for passengers.

For Freight or Passage, apply to SHEWAN, TOME'S & CO.

Agents.

Hongkong, 27th February, 1906. [56]

**OCEAN STEAM SHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.
JOINT SERVICES.**

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DEPT.
GLASGOW and LIVERPOOL	"OANFA"	On 17th March.
GLASGOW and LIVERPOOL	"KAISOW"	On 25th March.
GLASGOW and LIVERPOOL	"G. A. MENNON"	On 28th March.
GLASGOW and LIVERPOOL	"JASON"	On 1st April.
GLASGOW and LIVERPOOL	"LAUBETES"	On 8th April.
GLASGOW and LIVERPOOL	"LAUDANUS"	On 8th April.
GLASGOW and LIVERPOOL	"CHINGWU"	On 15th April.
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 17th April.
GLASGOW and LIVERPOOL	"DIOME"	On 21st April.
GLASGOW and LIVERPOOL	"CALCHAS"	On 29th April.

HOME WARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"ACHILLES"	On 28th March.
AMSTERDAM, LONDON and ANTWERP	"MACHAON"	On 11th April.
GENOA, MARSEILLES and LIVERPOOL	"ALCINOUS"	On 29th April.
AMSTERDAM, LONDON and ANTWERP	"AGAMEMNON"	On 24th April.

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and the PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"OANFA" "TELEMACHUS"	On 18th March. On 20th April.

For Freight, apply to

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 13th February, 1905.

**CHINA NAVIGATION CO.
LIMITED.**

STEAMERS	TO SAIL
SHANGHAI	"HANGCHOW" On 18th March.
KOBE	"CHINGTU" On 21st March.
MANILA	"TEAN" On 21st March.
CHEFOO and TIENTSIN	"KANSU" On 25th March.
CEBU and ILOOLO	"SUNGKIAN" On 28th March.
MANILA, PORT DARWIN, THUDES, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE	"CHINGTU" On 7th April.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

**BUTTERFIELD & SWIRE,
AGENTS.**

Hongkong, 16th March, 1905.

**CANADIAN PACIFIC RAILWAY CO.'S
ROYAL MAIL STEAMSHIP LINE.**

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF CHINA" ... 8,000 Tons. WEDNESDAY, 29th Mar.
R.M.S. "EMPEROR OF INDIA" ... 8,000 Tons. WEDNESDAY, 19th April.
R.M.S. "TARTAR" ... 4,425 Tons. WEDNESDAY, 26th April.
R.M.S. "EMPEROR OF JAPAN" ... 8,000 Tons. WEDNESDAY, 10th May.
R.M.S. "ATHENIAN" ... 3,882 Tons. WEDNESDAY, 24th May.

Hongkong to London, 1st Class, via St. Lawrence 230. via New York £62.

Intermediates on Steamers

240.

242.

THE magnificent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL COAST TO THE ATLANTIC WITHOUT CHANGE.

E.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all principal points and AROUND THE WORLD!

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to

F. W. CRADDOCK, Acting General Agent.

Hongkong, 16th March, 1905.

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
PLEIADES	3,753	F. G. Purtington	Thursday, March 30th
SHAWNUIT	8,008	E. V. Roberts	Thursday, April 13th
TEEMONT	3,698	T. W. Garlick	Friday, April 21st
LYRA	4,417	G. V. Williams	Monday, May 15th

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. PLEIADES ... 3,753 tons. F. G. Purtington ... About 18th March.

S.S. TREMONT ... 8,008 tons. T. W. Garlick ... About 12th April.

S.S. LYRA ... 4,417 tons. G. V. Williams ... About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT. DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWNUIT" and "TEEMONT" are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadieness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,

GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 11th March, 1905.

INDO-CHINA STEAM NAVIGATION CO. LIMITED.

(PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.)

FOR STEAMERS

TO SAIL

REMARKS

*SINGAPORE, PENANG & CALCUTTA "SUISANG" ... Tuesday, 21st Mar., 3 P.M.

These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,
GENERAL MANAGERS.**

Hongkong, 14th March, 1905.

SHIPPING IN PORT.

STEAMERS.

ALDgate, British str., 2,208, W. Nicholson.

13th March.—Penang 1st Jan. Coal—Order.

ABUQS, British str., 1,822, D. W. Wislop, 24th Feb.—Singapore 10th Feb., Coal—Doddwell & Co.

AUCKLANDER, British str., 2,836, Crowley, 7th March.—Kuching 1st March, Coal—Mitsui Bussan Kaisha.

BORNHOFF, British str., 404, A. Stewart, 18th March.—Singapore 3rd March, General—Order.

BOSCOMER, British str., 2,446, Mackay, 13th March.—Darwin 5th Feb., Coal—Order.

CHURCHILL, British str., 1,418, R. Cox, 13th March.—Hongkong 10th March, Coal—Jardine, Matheson & Co.

CHIMERO, British str., 1,433, J. McD. Howie, 4th March.—Melbourne 25th Jan., General—Butterfield & Swire.

CHONGMING, British str., 1,424, H. Roop, 14th March.—Shanghai 8th March and Swatow 12th, General—Jardine, Matheson & Co.

C. M. FIDENZA, Italian str., 1,098, R. Liso, 11th March.—Moji 5th March, Carbons—Java-China-Jap. Li-jia.

DAEGEN, Norwegian str., 788, S. Steenzen, 12th March.—Newport 14th Jun., Coal—Order.

EMPEROR OF CHINA, British str., 3,048, R. Archibald, 8th, 14th March.—Vancouver 21st Feb. and Shanghai 12th Mar., Mails and General—C. P. R. Co.

EVA, German str., 2,081, Rotter, 26th Feb.—Morosa 16th Feb.—Order.

Frido, Norwegian str., 889, J. Larsen, 13th March.—Cardiff 11th Jan., Coal—Order.

FRANKLIN, British str., 3,121, W. C. Browne, 26th Feb.—Cardiff 18th Feb., Coal—Doddwell & Co.

GERMANY, German str., 1,714, J. Bruhn, 9th March.—Saigon 3rd March, Rice—Jensen & Co.

GENEVE, British str., 2,272, J. Rafferty, 9th March.—London 18th Jan. and Singapore 3rd March, General—McGregor Bros. & Gow.

HAIFAX, French str., 377, L. Andersen, 14th March.—Pekhoi and Hoihow 13th March, Genoa!—A. R. Marti.

HELLING, German str., 1,539, Roda, 9th Mar., Chinkiang 4th Mar., General—Siemens & Co.

HOLSTEN, German str., 985, J. C. Hansen, 7th March.—Saigon 1st March, Rice—Jensen & Co.

IBAL, British str., 3,490, Robertson, 16th Feb.—Darwin 17th January, Ballast—Gibb, Livingston & Co.

KATHARINE PARK, British str., 3,075, W. H. C. Coppi, 12th Jan.—Sasebo (Japan) 8th Jan.—Light—Gibb, Livingston & Co.

KATYPS, British str., 1,110, E. Finlayson, 11th March.—Cebu & Illoilo 7th Mar., General—Butterfield & Swire.

KUANGTUNG, Chinese str., 1,536, Wm. H. Lust, 12th March.—Shanghai 9th Mar., General—C. M. S. N. Co.

LAEBER, British str., 1,351, J. B. Jackson, 5th March.—Saigon 25th February, Rice and Meat—China.

LOTHIAN, British str., 9,711, J. C. Williamson, 12th Feb.—Port Said 15th Jan., Dodwell & Co.

LYDIA, German str., 1,771, F. Ernst, 18th March.—Waha and Chinkiang 10th March, General—Siemens & Co.

MADELEINE RICKMERS, German str., 1,433, D. Bellmer, 11th Mar.—Baekko 4th Mar., General—Butterfield & Swire.

MERCIER, British str., 2,925, G. S. McGregor, 2nd March.—Weihaiwei 25th February—Admiralty.

